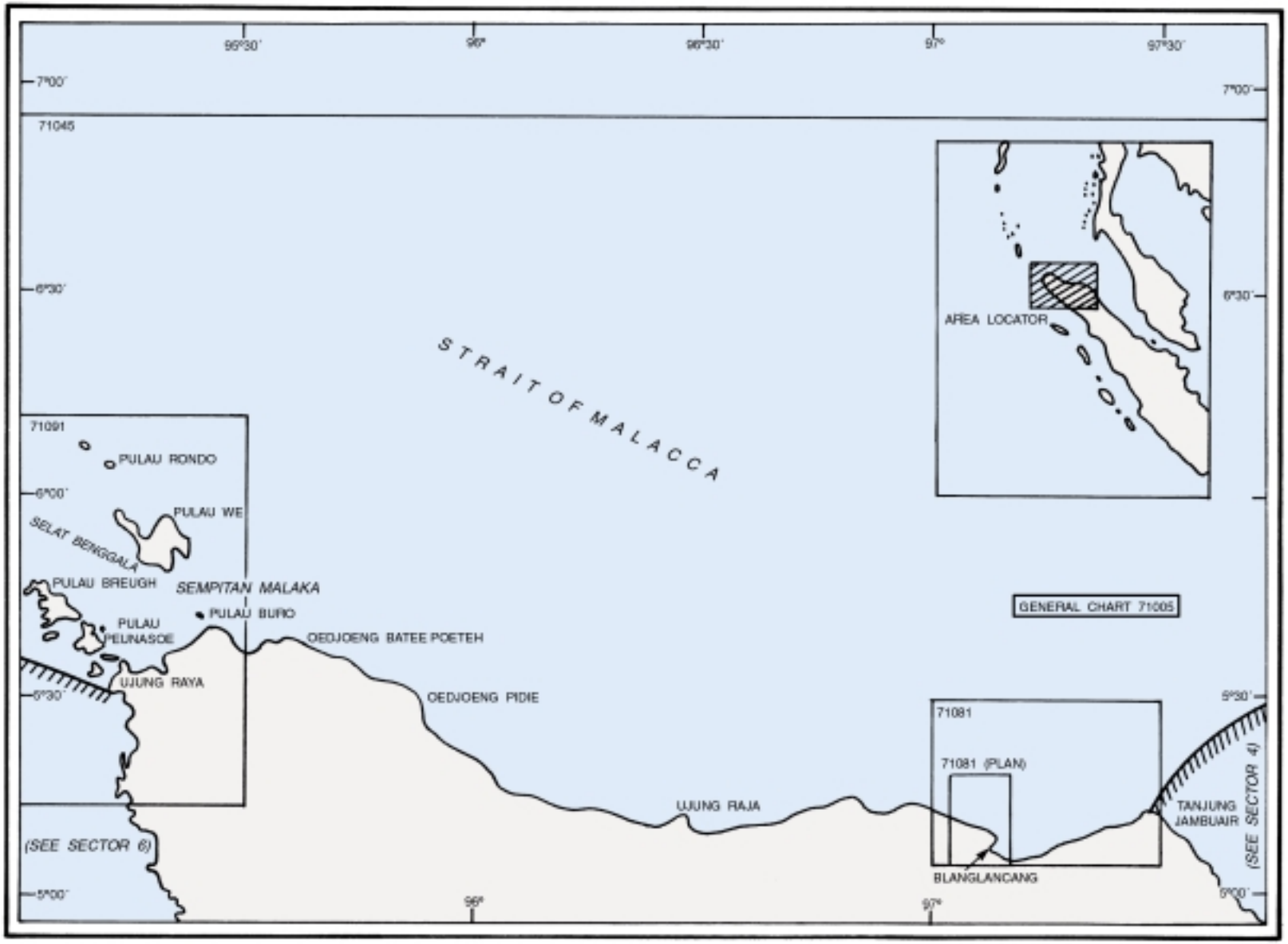

Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR **3** — CHART INFORMATION

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SECTOR 3

STRAIT OF MALACCA—NORTH COAST OF SUMATERA

Plan.—This sector describes the N coast of Sumatera (Sumatra) including the islands N. The arrangement is N to S from the N island of Pulau Rondo to the coast, thence E from the W extremity of the N coast.

General Remarks

3.1 Winds—Weather.—At the N and NE portion of Sumatera, during the NE monsoon, there is generally a swell on the coast, which gives rise to a considerable sea in the afternoon if accompanied by a stiff sea breeze. Both subside quickly, so that the water is generally smooth at night. At times the monsoon blows strongly for some days, at which times communication with the shore is impracticable.

December and January are considered to be the worst months. The SW monsoon is the best for landing on this portion of Sumatera.

Rain occurs throughout the year in Sumatera. The period of the greater or less rainfall on the N half of the island does not correspond with the periods of the monsoons.

The greatest rainfall on the N coast of **Ujung Masam Muka** (5˚34'N., 95˚13'E.) and the off-lying islands usually occurs in the months of October and November, the months preceeding the change to the NE monsoon. The least rainfall occurs in February and March, the months preceeding the change to the SW monsoon. The rainfall on the off-lying islands is about double that on the N coast.

The climate of the N coast of Sumatera (NW extremity) is damp. The temperature ranges from 25˚ to 35˚C. It is subject to great and sudden changes, which may vary in different localities. On the N and NW coast the months of March and April are hot.

Tides—Currents.—The flood sets E on the N coast of Sumatera and the ebb W, rarely exceeding 2 knots at springs.

At neaps they are sometimes imperceptible, except at the points, or over banks and narrow channels.

The currents are affected by the constant current out of the Strait of Malacca, which takes a W direction along the N coast through Sempitan Malaka (Malacca Passage). The currents pass through Selat Benggala (Bengal Passage); for the greater part of the year the ebb current is longer and stronger than the flood current.

Pilotage.—Pilotage is compulsory for all the ports of the Republic of Indonesia where pilots are available. Signals for a pilot are in accordance with the International Code of Signals.

Indonesia has implemented the IALA Maritime Buoyage System. In some areas, however, obsolete systems may still exist.

Islands off North Coast of Sumatera

3.2 Palau Rondo (6˚05'N., 95˚07'E.) is the N most of the islands lying off Ujung Masam Muka, the NW point.

The island is 153m high, wooded, steep-to on its N side, and about 30 miles offshore. It appears from all sides as a flattened half sphere. Rocky islets lie on a reef which extends about 1 mile S from the islands SW side and is steep-to on its outer edge. Ocean vessels bound E pass N of Pulau Rondo.

An off-lying bank with a least depth of 51m, coral rock and sand, lies with its center situated about 13 miles NW of Pulau Rondo.

Anchorage may be obtained in a depth of about 14m during the NE monsoon, with the SW extremity of Palau Rondo bearing 103˚, and the NW extremity bearing 044˚. There are strong tide rips off the island and up to 20 miles WNW.

Pulau Beueh (Brouch) (5˚45'N., 95˚04'E.), about 20 miles S of Pulau Rondo, is the largest of the W most islands off Ujung Masam Muka. It attains a height of 685m at Ceumo (Tjeumo), a summit in the middle of the island. This is a rugged island with several bays, affording anchorage according to the prevailing monsoon. A light is shown from the N extremity of the island.

The coast is generally steep and craggy from the sea, but in a few places ledges and rocks extend 0.25 mile offshore; there are sandy beaches within the bays and along almost all the S coast. Vessels approaching Pulau Beueh (Breueh) from the W are cautioned to give it a wide berth, because of the tide rips and strong currents off **Northwest Island** (Pulau Benggala) (5˚48'N., 94˚58'E.).

Lho Leuen Bale, on the NE side of Pulau Breueh, is nearly 1.5 miles wide between its entrance points, with a depth of about 33m on a line joining them. Ujung Puneus (Peuneu) the N entrance point, is precipitous, with a depth of 34.7m close-to. A strong tidal current usually sets N past Ujung Puneus.

3.3 Fleurs Rock (5˚45'N., 94˚59'E.), a rock awash, lies 2 miles NW of the W point of Pulau Breueh. The water in the vicinity of Fleurs Rock is discolored, and breaks at times.

Anchorage.—Depths of 27.4 to 36.6m will generally be found within about 1 mile off Pulau Breueh. Vessels may find temporary anchorage during fine weather, however, the bottom is foul in most places, consisting of coral or rock. In the bay the bottom is mostly sand.

Good anchorage may be obtained during the SW monsoon, in a depth of 12.8m, in Lho Leuen Bale, close SW of Ujung Puneus. Squalls from the hills are sometimes violent, the water is smooth, but a considerable sea sets in during the NE monsoon.

A safe anchorage may be obtained during the NE monsoon in **Balken Bay** (5˚43'N., 95˚02'E.) in depths of from 14.6 to 16.5m, fine sand; in the SW monsoon there is a considerable swell and sea.

Lho Lam Baro (5˚40'N., 95˚03'E.), S of Balken Bay, affords anchorage during the NE monsoon. A good position, in a depth of 16.5m, is with the NW point of the bay bearing 292˚, and the S point 190˚.

The bays on the W side of Pulau Breueh are not available during the SW monsoon.

The passage between the N entrance point of Lhok Lam Baro and the W side of Pulau (Poelau) Klappa is not recommended even though it has adequate depths because of its seas and currents.

Pulau Benggala (Northwest Island), bearing 295˚, distance about 5.7 miles from the light on Pulau Breueh, is a small, rocky island fringed by a narrow reef of rocks.

Three small, rocky islands lie off the N coast of Pulau Breueh. The W most islands, known as Hoog Islands, fairly close together, are situated about 2.7 miles 274˚ from the light on Pulau Breueh.

Pulau Lheeblah (Kegel Island), the N island, lies about 2 miles 305˚ from the same light. The sea will break on these islands even in moderate weather.

There is a passage between Pulau Benggala (Northwest Island) and the inner islands but it is recommended to pass outside them all.

A depth of 34.7m was reported about 13 miles WNW of the light on the N extremity of Pulau Breueh.

Pulau Keureuse lies about 0.6 mile off the SW end of Pulau Breueh. A sand bank, with depths of less than 5.5m, extends NE for a distance of about 0.3 mile from the NE coast.

Aroih Keureuse is the passage between Pulau Breueh and Pulau Keureuse. The passage has a least depth of 12.8m with a least width of about 0.4 mile and is navigable. The tidal currents are strong, attaining a maximum velocity of 5 knots.

3.4 Pulau Gepon (5˚37'N., 95˚03'E.) is a group of four islands 0.5 mile in length, lying about 0.5 mile off the S side of Pulau Keureuse. The area has not been closely surveyed. The islands may be approached close-to as all the rocks dry and are located near the shore. The tidal currents are weak between Pulau Gepon and Pulay Kevreuse.

Pulau Nasi (Peunasoe) (5˚37'N., 95˚09'E.) nearly joins the SE point of Pulau Breueh, being separated by Aroih Lam Puyang. The coast line is rocky in places with sandy beaches chiefly on the W side.

3.5 Aroih Lam Puyang (5˚40'N., 95˚09'E.) is a rocky channel about 183m wide with a fairway depth of 20.1m. The passage should only be used by small vessels as the tidal currents are uncertain and the shoals bordering the fairway are unmarked.

Lhok Pasi Janing is on the W side of Pulau Nasi. During the NE monsoon, there is good anchorage in depths of 11 to 14.6m over fine sand. It is not available to anchor during the SW monsoon.

On the S side, **Lhok Alur Ajeum** (5˚36'N., 95˚08'E.) is available for temporary anchorage in depths of about 12.8 to 18.3m. During W winds the anchorage is not tenable.

On the NE side of Pulau Nasi sunken rocks extend out to the 10m curve. Vessels without local knowledge should not go inside this line.

Aroih Raya (Cedar Passage) (5˚35'N., 95˚09'E.) lies between Pulau Nasi on the N, and Pulau Bunta (Boenta) and Pulau Batee on the S, and is about 1.7 miles wide.

Ujung Naleueng (Ujung Batte), the SW extremity of Pulau Nasi, is the NW point of the W entrance.

Pulau Bunta (Boenta) lies between Aroih Raya and **Aroih Cut** (Tjoet) (5˚32'N., 95˚09'E.).

A shoal with a depth of 3m lies about 4 miles SW of Pulau Nasi. A shoal with a depth of 8.5m lies about 2 miles S of Pulau Bunta.

Pulau Batee, lying about 1 mile NE of the E end of Pulau Bunta, is mostly wooded, rising to 129m. The island is long and narrow. The mountain range runs along its NE side.

A rock, awash with sunken rocks N of it, lies about midway between the entrances to Cedar Passage.

Tides—Currents.—The flood sets E from about LW to about HW at rates of from 3.5 to 4 knots and the ebb W at rates of 4.5 to 5 knots. The ebb is usually of longer duration than the flood and there is but little slack water. At neap tides and also during the NE monsoon there is little or no or flood or ebb current.

In Aroih Raya the current reaches its greatest strength along the N coast of Pulau Batee. Vessels must beware of an eddy at ebb tide flowing due S of the SE point of Pulau Peunasoe and a strong current setting in between the W point of Pulau Batee.

Tides rips, at times appearing almost like breakers, form in Aroih Raya and Aroih Cut. They are most violent during the ebb current in the SW monsoon and during the flood in the NE monsoon, that is, with the wind against the current. In the latter season they are comparatively moderate. They are sometimes dangerous to small vessels at anchor in the passages.

A dangerous eddy is off Lumpat and when combined with the tidal current between Pulau Bunta and Pulau Batee, it can cause a confused sea. Sometimes this assumes the character of a whirlpool.

Aroih Cut (Aroih Tjoet) is funnel-shaped and it narrows from about 2 miles in its W entrance to less than 0.2 mile at **Ujung Masam Muka** (5˚34'N., 95˚11'E.), with depths of 16.5 to 49.3m.

The flood current sets NE directly through the passage, and the ebb in the opposite direction, at rates of 5 to 6 knots at springs.

In the narrowest part, abreast of **Lumpat** (5˚35'N., 95˚13'E.), the eddies make steering difficult.

Depths—Limitations.—Depths from 33 to 59m were reported to lie about 3 miles N of Ujung Bau.

Directions.—Aroih Raya should be used only by power vessels because of the strong tidal currents.

A vessel approaching from the S should give the W point of Pulau Bunta a berth of at least 1 mile. When the N point of that island bears 090˚, pass N, and then NE.

Aroih Cut (Tjoet) may be used by small vessels with a speed of not less than 8 knots. A vessel approaching from S should steer for Ujung Raya, which is difficult to identify from a distance.

After rounding this point steer for the NE entrance of the strait. A good speed must be maintained when passing through this narrow passage.

A vessel bound W through Aroih Cut (Tjoet) should steer for the summit of Pulau Bunta, bearing about 247˚, passing midway between Ujung Masam Muka and **Lumpat** (5˚35'N., 95˚13'E.), then closing the SE shore of the passage, especially during the W currents.

3.6 **Pulau We** (5˚50'N., 95˚19'E.), the NE and largest of the islands off the N coast of Sumatera, is separated from the coast by **Sempitan Malaka** (Malacca Passage) (5˚45'N., 95˚23'E.), about 9 miles wide.

Kulam, the highest point of the island, is 657m high and is located 2 miles N of the SW point of the island.

Except in a few places, the coast is rocky and, with the exception of **Karang Berduri** (5˚46'N., 95˚20'E.), situated off the S extremity of the island. Vessels can approach the island fairly close at any point. The E and W coasts are fairly straight, with deep water generally close to the N coast is indented by Lhok Perialakot and Teluk Sabang, and the S coast by Teluk Balohan.

Safe anchorage can only be obtained in the innermost portion of the large bays, near the shore.

Ujung Bau, the NW extremity of Pulau We descends from the mountain to the sea. A rock, over which there is very little water, is reported to lie about 0.3 mile off the W coast in the vicinity of Ujung Bau. The W coast is bold, except for a sandy bay near its center. There is an explosive dumping ground centered 7 miles WNW of Ujung Bau.

3.7 Karang Berduri, a rock small and awash, lies about 0.3 mile S of the S extremity of the island. A rock with a depth of 5.5m lies about 0.2 mile SE of the same point. There are usually strong tide rips or overfalls near these rocks and frequently they have been observed as breakers.

Teluk Balohan, on the SE side of Pulau We, is nearly 2 miles in length, and 1.5 miles in breadth across the entrance, with depths of from 54.9 to 128m in the outer part. A reef fringes the E and W shores of the bay for a distance of 91m. A narrow coral bank fringes the shores of the bay.

Anchorage may be obtained in not less than 29.3m about 91m off the sandy shore at the head of the bay. It can be used in both monsoons, but most shelter is afforded during the SW monsoons.

Ujung Tapagajah, the NE point of the island, is marked by a light, from which a radiobeacon transmits.

Teluk Sabang (5˚53'N., 95˚18'E.) is nearly 1 mile in length, the entrance being about 0.4 mile wide and the depths from 20 to 40m with a bottom of sand, coral, and gravel. A light is shown from the N side of the entrance of Teluk Sabang.

To the S of **Pulau Klah** (5˚53'N., 95˚18'E.) near the head of Teluk Sabang, is Lho Krueng Raja, a small bay about 0.5 mile long and 0.25 mile wide.

It is approached by a channel less than 183m in width to the E of Pulau Klah, with depths of about 5 to 6.9m, but inside it deepens to 18.3m over mud.

The E side of Teluk Sabang is fronted by a bank with depths under 5.5m to a distance of 183m.

3.8 **Sabang** (5˚53'N., 95˚19'E.) (World Port Index No. 50610) is situated at the N end of the bay and is a sheltered harbor during the year. The Coaling Wharves line the N side of the bay. W of Commercial Wharf and have depths of 7m alongside. This wharf has been reported to be disused.

In addition, there is an oil jetty with a depth of 10m at its head.

Tides—Currents.—No currents are experienced in Teluk Sabang or at the entrance. However, there is always a strong E current directly N of the entrance off **Ujung Masam** (5˚54'N., 95˚18'E.).

Pilotage.—Pilotage is compulsory. The signal station is on **Peunimpun Hill** (5˚54'N., 95˚19'E.). Pilots act as harbor masters for anchoring and berthing. Vessels should request the service of a pilot as early as possible. A small tug is available if ordered in advance.

Communications with the Peunimpun Hill Signal Station can be carried out by signal flag during daylight, flashing light at night.

Anchorage.—Anchorage may be obtained in Teluk Sabang about 0.3 mile E of Ujung Lho Me, on the N side of the bay. A depth of 36.6m, good holding ground of mud, is available.

Directions.—Vessels approaching Teluk Sabang from the N should steer for Pulau Klah, keeping at least 1 mile offshore, especially in the vicinity of Ujung Masam, in order to allow for the E current, until the bay is well open.

3.9 Lhok Perialakot is the head of the bay lying between Ujung Bau and Ujung Tapagajah, (Tapa Gadjah), 6.5 miles apart, between which points the bay extends S for about 4 miles, with Teluk Sabang on its E shore. Lhok Perialakot is about 2 miles in length and breadth, with good anchorage near its head in 16.5 to 21.9m.

Ujung Batu Meurunrun (5˚52'N., 95˚16'E.), the E extremity of the bight in which Pulau Rubiah is situated, has rocks above water on the reef which extends about 0.1 mile NNE.

Pulau Rubiah, (5˚53'N., 95˚15'E.) nearly 0.9 mile in length, in a NNW and SSE direction, consists of small wooded hillocks, the highest being 40m in height.

Tides—Currents.—The flood, or SE current, increased by the E current which prevails N of Pulau We, sets into the strait between Pulau Rubiah and the main island at the rate of 3 knots at springs; the ebb is much weaker.

Selat Benggala (Bengalen Passage), formed between Pulau Breueh and Pulau We, is about 10 miles wide and deep. It is the best approach for coastal vessels with local knowledge to the Strait of Malacca from W. Southwest or NE winds, according to the time of year, always prevail, and are fairly steady.

Vessels should approach the passage from E of Pulau Benggala (Northwest Island) to avoid the dangers between it and Pulau Breueh. There is generally a NW current of from 1 to 2 knots through the fairway of Selat Benggala.

Caution.—A small area situated between the SW side of Pulau Rubiah and the main island is reported to be dangerous due to the presence mines.

North Coast of Sumatera

3.10 The coast between **Ujung Masam Muka** (5˚34'N., 95˚13'E.) and Tanjung Jambuair, is about 140 miles in length.

At various distances inland there are several mountain ranges.

Vessels can fix their positions by using these mountain peaks. Many of these peaks are within 12 miles of the coast.

Ujung Masam Muka, with Ujung Raya (Raja) located 3.5 miles to the SSW of it, form the extremity of the island of Sumatera. Between Ujung Masam Muka and **Ujung Baka,**

(5˚39'N., 95˚26'E.) about 14 miles ENE, the coast is rocky and steep for about 1 mile SE of the former, then it is sandy.

Except off Ujung Masam Muka, the depths decrease gradually towards the coast. The bottom is composed of black sand for about 3 miles offshore, and white sand and shells beyond that. The mouth of a shallow lagoon lies close E of Ujung Pantu (Pantjoe), situated about 1 mile ESE of Ujung Masam Muka.

3.11 Uleelheue (Oelee Lheue) (5˚34'N., 95˚17'E.) (World Port Index No. 50600) is situated on a narrow spit of land separating a lagoon from the sea. Pilotage is not available.

Winds—Weather.—During the SW monsoon violent gusts blow from the valley S of Ujung Masam Muka. During the NE monsoon the sea and swell are heavy. The sea almost breaks in 5.5m. Land and sea breezes often blow during both seasons.

Tides—Currents.—The flood setting against the prevailing W current is weak. The ebb or W current runs longer and with greater strength than the flood. The mean rate of the flood is 0.5 knot, and the ebb 0.75 knot. During the SW monsoon the currents are weak.

Anchorage.—Uleelheue Road affords a good anchorage in depths of 7 to 9m over black sand and good holding ground off the pier. A long scope of chain is necessary, and vessels of deep draft should anchor farther out, a second anchor should be ready. There is a heavy sea at times in both monsoons, and smooth water can only be depended on for a week or two at the change of the monsoons.

Directions.—Approaching Uleelheue roadstead from NE a vessel should keep **Pulau Tuan** (5˚34'N., 95˚15'E.) in line with **Gle Layang** (Lajang) (5˚33'N., 95˚13'E.), about 2 miles S of Ujung Masam Muka, bearing 235˚, which leads through in a least depth of 9m.

From the NW, the approach is from Selat Benggala (Bengalen Passage). The mouth of the Krueng Aceh (Acheh River) is nearly 3 miles NE of Uleelheue. The mouth of the river is barred and it breaks at LW.

Caution.—In order to avoid two dangerous wrecks, vessels should not anchor E of the bearing of 320˚ from the head of the pier.

3.12 Pulau Buro (Boero) (5˚41'N., 95˚23'E.), a rocky cone- shaped island, lies in Sempitan Malaka (Malacca Passage), distance about 4 miles WNW of Ujung Baka (Pedropunt).

Caution is necessary when approaching the island during light winds, as the tidal currents set strongly over the surrounding reef. A light is shown from the island.

Ujung Baka (5˚39'N., 95˚26'E.), is the N point of Sumatera. The appearance of the coast has changes at Ujung Baka. W of it the coast is flat, but eastward it is hilly.

Ujung Baka (Pedropunt) to Ujung Pidie is about 29 miles in an E direction.

The hills are reported to approach the coast nearly the entire distance. The flat swamp shore only attains any considerable breadth on the W and S sides of **Teluk Kruengraya** (Krung Raya Bay) (5˚37'N., 95˚30'E.).

Kruengraya (Malahayati Port) (5˚36'N., 95˚30'E.) has one concrete jetty in good condition.

One vessel up to 80m long, and 10,000 dwt with a draft of 8m can be accommodated. Pilotage is available. Kruengraya (Malahayati Port) light is shown, 1 mile SW of the Krueng Raya entrance.

Depths—Limitations.—The T-head jetty is 100m long, 15m wide with a depth of 6.2m alongside. There is a mooring dolphin on each side of the jetty head. A connecting bridge extends 100m from the shore to the T-head.

Aspect.—Gunung Silaw Aihagam (Seulawaih Agam) (5˚27'N., 95˚39'E.), a cone shaped peak 1,810m high, may be sighted at a considerable distance in clear weather.

Gunung Silaw Aihinong (Seulawaih Inong), 893m in height, is located about 7 miles E of Gunung Silaw Aihagam and about 8 miles SW of Ujung Pidie.

It is easily recognized by its flattened cone, which has a slight depression in the middle.

Pilotage.—Pilotage is compulsory. The pilot may be contacted on VHF channel 12.

Anchorage.—Anchorage is not recommended off the coast between Ujung Baka and Ujung Pidie in depths less than about 15m. The bottom is mostly rocky especially off the headlands.

Teluk Kruengraya is deep for anchorage and the bottom on the W side of the bay is foul. However, Teluk Kruengraya does provide the only anchorage on the N coast of Sumatera that is usually free from swell in both monsoons.

The recommended position is at the head of the bay, 0.3 mile offshore, in a depth of 32m. Temporary anchorage may be obtained on the 10m coral patch.

Good anchorage for small vessels exist E of Pulau Kapal, in a depth of 11m on the alignment 296˚ of the S extremity of Pulau Kapal, and Pulau Buro.

3.13 Ujung Bateeputeh (Batu Putih) lying 10.5 miles E of Ujung Baka, is formed of chalk and sandstone, falls steeply to the sea and is easily recognized by a large white patch showing up on green land.

Lampanaih (Lam Panaih) (5˚36'N., 95˚40'E.) village has a white building conspicuous from seaward. The village is situated on the coast 4.5 miles SE of Ujung Bateeputeh.

About 10 miles SE of Lampanaih village is Blangraya (Blang Raja) village, off which, within the 5m curve, are three detached rocks, with a depth of about 0.5m, on which the sea always breaks. Landing may be made on the E side of Blangraya village.

Ujung Pidie (5˚30'N., 95˚53'E.) being the extremity of a range of hills sloping steeply to the sea, is easily recognized; the coral reef fronting it is steep-to, extending 91m off it, and at a distance of 0.5 mile the depths are about 32.9m.

Ujung Pidie to **Ujung Raja** (Raja Point) (5˚14'N., 96˚28'E.), is about 38 miles. The coast consists of a narrow strip of sandy coast covered by brushwood. Small fishing villages are scattered along this coast.

Krueng Baro (5˚23'N., 95˚58'E.), which flows into the sea about 9 miles SE of Ujung Pidie, is the principal river on this part of the coast.

Between it and Kuala Njong, about 12 miles farther SE, and from about 0.5 to 1 mile inland, is a series of dense coconut forests, seaward of which the land is reported to be comparatively bare.

Sigli (5˚23'N., 95˚58'E.) (World Port Index No. 50620) is situated at the SE mouth of Krueng Baro. The port is used only by small craft.

Good, but open anchorage may be obtained in depths of 13 to 14.5m, mud, about 0.8 mile off Sigli, with Ujung Pidie bearing 323˚ and the flagstaff at Sigli, 243˚.

3.14 Kuala Njong (5˚16'N., 96˚08'E.) (World Port Index No. 50630) is situated about 10 miles SE of Sigli. Its entrance has a depth of about 1m at LW.

There is a least depth of 1.2m to Njong village situated about 2 miles within the entrance.

At about 0.5 mile offshore, depths increase to about 18.3 to 21.9m.

Krueng Samalanga (5˚13'N., 96˚22'E.) is situated about 34 miles ESE of Ujung Pidie. It has very little water and is used by small craft as far as **Samalanga Village** (5˚12'N., 96˚22'E.) (World Port Index No. 50640) 1 mile inside the entrance.

The anchorage for Samalanga is in depths of 22 to 27m, 1 mile offshore. There are heavy breakers off the entrance during the NE monsoon.

Ujung Raja (5˚14'N., 96˚28'E.), a low promontory, may be recognized at some distant by a grove of high trees near its extremity.

There is a fringing reef off Ujung Raja and it should not be approached in depths less than 15m.

Gunung Geureudong (4˚49'N., 96˚49'E.) is a ring-shaped mountain range of which the N part has crumbled away. The ends of the part still standing, being closet to the coast, appear higher than the rest of the range; therefore they give the appearance of being two peaks of the same mountain range, which is not the case.

The range attains a height of 2,873m at its W end. This range is quite visible along this part of the coast of Sumatera to Tanjung Jambuair, 49 miles to the NE.

The range to the E attains a height of 1,924m, but has no conspicuous summit.

3.15 Ujung Peusangan (5˚16'N., 96˚50'E.), situated 22 miles E of Ujung Raja, is low and sandy.

Agam Agam is a very slight projection of the coast 8 miles E of Ujung Peusangan.

Nearly 0.75 mile off are two reefs with a depth of 1.8m. They are steep-to on the seaward side.

In the bight between Ujung Peusangan and Agam Agam good anchorage may be obtained, with local knowledge in depths from 9 to 13m.

Kuala Geukueh (5˚15'N., 97˚02'E.) to Tanjung Jambuair, a distance of 27 miles forms a deep bight, the W part of which is known as **Teluk Lhokseumawe** (5˚11'N., 97˚10'E.).

Lhokseumawe (5˚15'N., 97˚07'E.)

World Port Index No. 50650

3.16 Port Lhokseumawe is situated on the N coast of Indonesia on the Strait of Malacca. Lhokseumawe consists of four smaller ports, Kruenggeukeceh, Blanglancang, Hague Oil Terminal, and the Old Lhokseumawe Harbor.

Tides—Currents.—Strong crossing currents have been reported (1993) at the mouth of the breakwater at Blanglancang Harbor.

Depths—Limitations.—Within Blanglancang Harbor, the LNG Dock No. 1 (North) and LNG Dock No. 2 (South) both have a length of 400m, depth of 14m, a maximum draft of 13m, and a maximum vessel length of 300m.

The LPG Dock is 270m long, with a depth of 14m alongside. It can accomodate a vessel with a length 270m, a draft of 13m, and maximum size up to 65,000 dwt.

The West Cargo Dock is 400m long, with a depth of 6m alongside, can accomodate a vessel with a maximum length of 270m, and a draft of 6.5m.

The East Cargo Dock is reported to be no longer operational.

Within Kruenggeukeceh Harbor, Berth A (AAF) is 200m long, with a depth 10m alongside. The berth can accomodate a vessel with a length of 169m, maximum draft of 9.5m, and a maximum size of 10,000 dwt.

Berth B is 300m long, with an alongside depth of 10m. Vessels with a maximum length 175m, maximum draft 9.5m, up to 10,000 dwt, can be accomodated.

The Public Berth is 80m long and has a depth of 10m, maximum vessel length of 150m, maximum draft 9.5m, and can accomodate vessels up to 10,000 dwt. The PIM Berth also has a depth of 10m, draft of 9.5m, and can accomodate vessels up to 10,000 dwt. The maximum vessel length is 169m.

There are two offshore oil loading berths at Blanglancang Terminal. They consist of a Multiple Buoy Mooring (MBM) and a Single Point Mooring (SPM), lying 0.5 mile and 1.5 miles offshore. The MBM can accommodate tankers with a maximum length of 275m and up to 100,000 dwt.

The SPM will accept vessels of up to 280,000 dwt. Old Lhokseumawe Harbor has a small pier with a length of 60m with a 2.4m depth alongside. Only barges and small vessels under 500 dwt can berth there. The berthing facilities at Hague consist of a single quay with a length of 20m, width of 5m and a depth alongside of 7m.

Aspect.—In the approach to Blanglancang Terminal there are eight prominent storage tanks. About 0.8 mile to the SW of the terminal there are four conspicuous flares.

Old Lhokseumawe Harbor can be readily identified by a ridge of hills, 152m high, clear of trees and grass covered.

Pilotage.—Pilotage is compulsory for vessels over 88 grt, and is available 24 hours. Requests for a pilot should be sent 6 hours before arrival and 3 hours before departure.

ETA should be sent 72, 48, and 24 hours (vessels carrying LNG: 96, 48, 24, and 5 hours) in advance through Jakarta and Lhokseumawe. Contact terminal directly when within VHF range giving precise ETA.

Several pilot boarding stations are reported below, as follows:

1. For Lhokseumawe Harbor and Hague Oil Terminal—in the anchorage area.
2. For Blanglancang Harbor—at the Sea Buoy or in the LNG and Condensate waiting anchorages.
3. For Kruenggeukeceh Harbor—in the anchorage area or 1 mile from harbor entrance at the breakwaters.

Regulations.—Vessels are restricted from berthing during night time at Lhokseumawe/Hagu Wharf or Blanglancang

SBM/MBM. Blanglancang Harbor is open for 24 hour service. Kruenggeukeuh Harbor is open during day light hours only.

Vessels are not allowed to proceed into the Blanglancang MBM restricted area without permission.

Anchorage.—Anchorage area for Old Lhokseumawe and Hague is located in position 5˚10.5'N, 97˚09.3'E, at a depth of 20m.

The LPG and LNG Tanker Anchorage area is located in 5˚15.3'N, 97˚07.8'E.

A Condensate Tanker Anchorage lies about l.2 miles NE of the refinery centered in position 5˚15.3'N, 97˚05.4'E. Both anchorages offer depths exceeding 60m with good holding ground.

Caution.—Numerous bamboo poles, that are secured by long lengths of rope, used for marking fish pots, may be encountered within about 3 miles of the shore between Teluk Lhokseumawe and Tanjung Jambuair.

It is strongly recommended that ships give a wide berth to the reefs between Teluk Lhokseumawe and Tanjung Jambuair, as there is a constant W set.

Lhokseumawe extends up to 0.2 mile seaward of its charted position. Shallower depths than charted extend up to 1 mile offshore from Lhokseumawe to a position about 10 miles NW.

It has been reported (1993) that the limiting depth at the LNG and LPG facilities is 13.7m.

Depths alongside Berth B are reported (1993) to be 4.6m to 8.4m.

Lhokseumawe to Tanjung Jambuair

3.17 From Lhokseumawe to **Tanjung Jambuair** (5˚15'N., 97˚30'E.) the coast is fringed by a sandbank, with depths of less than 5.5m, extending about 1 mile offshore, except off Krueng Piada about 10 miles E of Lhokseumawe, where it extends about 3 miles.

Tengah, a coral reef, has a depth of 7.5m and depths from 21.9 to 25.6m around it. The reef lies 5 miles offshore, with Tanjung Jambuair bearing 100˚, distance 7.3 miles. Minyak, a patch of 16.5m, lies 2 mile NNW of Tengah.

Krueng Jambuair (Djambo Aje) (5˚15'N., 97˚29'E.) flows into the sea about 1 mile WSW of Tanjung Jambuair. The sea usually breaks over the bar at LW, with discolored water from the river sometimes extending as much as 4 miles from the mouth.

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